



BOX 291
EPHRATA,
WASH.

BULLETIN

NUMBER 10

JULY 1965

DIRECTOR'S CORNER

Yes, this issue is late, too, but not quite as late as the last one, and if I keep gaining a day or two a month I might get back on schedule, along about Christmas.

Not as an alibi, but as an explanation--the last issue, (which I received back from the printer the same week-end I sent this to him) was a little different, as some of you may have noticed if you looked closely. This was due to its having been set up and printed by professionals, rather than by the type-and-cut-and-photograph method previously used.

One of our members, who insists on remaining anonymous, has very kindly offered to do this printing in the future, and it took a little discussion back and forth in order to arrive at a mutually agreeable result. How do you like it?

Speaking of contributions to this here publication, how about some pictures? Any kind, but especially of Vees and people. And any kind of people, but especially Vee people. And any kind of Vee people, but especially girls. We'll get a lot more Vees when *She* starts saying "Do I get to drive it too?" instead of "What am I supposed to do while you're away racing?" And speaking of Vee pictures, how about you manufacturers sending a good, finished view, in black and white, of your creations? Preferably a straight side view, so the profile is apparent. With all the Vees we have now it seems some kind of course in Vee Identification is in order. Homebuilts, too, would be welcome if they're original designs.

Can you see why I've been asking for more letters? Just check this issue and see how much of it was written by someone else.

VOTE VOTE VOTE VOTE VOTE

The Little Dandy Handy Andy Do-It-Your-Self Formula Vee Rule Composing Kit enclosed is for YOUR use! It is stamped and addressed and compiled so that it should require but little effort to show your opinions and return the ballot. It should even be fun.

The directions are simple--just draw a line through anything you don't like. For instance, if you want to invest in a set of special mag wheels--

1. ~~Wheels shall be standard VW1200 Sedan or Transporter~~

Any wheels may be used.

If you want to hold the line--

1. Wheels shall be standard VW1200 Sedan ~~or Transporter~~

~~Any wheels may be used.~~

If you want to go just a *little* wider--

1. Wheels shall be standard VW1200 Sedan or Transporter

~~Any wheels may be used.~~

If you know where you can get a special set of gears--

- A. Installation of any gears ~~conforming entirely to Sec. 9-B~~

If you feel that adequate VW gears are available, don't cross out anything. Okay?

If you feel this is too much trouble,

or if you don't feel well enough informed to vote intelligently, and if you agree with the general principles of this organization, please at least cross out the last line on the ballot, appointing me your proxy, and sign and return the ballot. Every vote will count!

Every proposal received has been included, I believe--perhaps not in the original wording, as sometimes there were several on the same subject--but in spirit, at least. The present rules are included too, though in some cases they have been reworded where experience has shown it necessary.

By simply crossing out it should be possible to express almost any opinion, from all-out modification to even stricter interpretation of the present rules. *I hope sincerely that the latter course will be overwhelmingly indicated*, as I believe any other will be the beginning of the end for Formula Vee.

If you are one of those who *do* want some modification let's spell out each item, and keep the basic restriction in Sec. 9-B, at least.

PLEASE RETURN THIS BALLOT RIGHT AWAY! IN ORDER TO GET IT TO SCCA IN TIME FOR CONSIDERATION IT MUST BE RETURNED HERE BY LABOR DAY! PLEASE SPARE ME THE TROUBLE OF SENDING YOU A SPECIAL REQUEST FOR IT. OKAY?

A few comments on the various sections--

1. If you want to remake the Class into something else the "restrictive" definition should be deleted.
2. If you favor weight-with-driver *don't* eliminate the 825# min. *without* driver or you'll permit an extra-heavyweight to build an extra-lightweight car.
- 3-B I've been corrected on my endorsement of EMPI's Camber Compensator on two counts--it won't fit most Vees without frame alterations, and it contributes a springing effect, contrary to the definition of the suspension. There is also a "Z" type of sway bar to which this would apply.
- 3-C -1 There is some feeling for wider rims to permit the use of wide "dragster" tires. "Any" mag wheels run at least \$50 apiece. Transporter wheels are 1/2" wider than Sedan. Sedan have been doing okay.
- 3-C -3 Dual braking should have been in the original rules, but it's not too late.
4. We have voted on cylinder sizes, and decided on "Standard" but it was close, so let's try it again. Unless you already have the "Oversize" jugs (shame on you if you do!) making them legal won't help you any as everyone would soon have them. The "piston-size" approach has its merits but would require cylinder removal while bore could be checked by merely removing the head.
- 4-A Present carbs are specified as in case of future changes it would be better for newcomers to buy used carbs than for everyone else to have to buy new ones.
- 4-B Change in "vertical plane" is due to a disqualification because pipes did not end *exactly* at a plane. Do yours? Unless you have MONEY better skip "Any system."
- 4-D If you want to lighten pistons, rods, etc., delete the second line. Of course this leads to blown engines if carried to extremes and is futile if it isn't.
- 4-H If you wish camshaft modification you had better go for "any" camshaft, as that is what you will get. Genuine fake camshafts complete with fake part numbers are made, with any grind you want. "Modified stock" would require a complete teardown to confirm. Straight stock can be checked from the outside with a dial indicator and a degree wheel. "Any" cam, of course, does not require checking. *(continued on page 2)*

(VOTE VOTE VOTE)

- 4-P Compression ratio modification was offered to "simplify inspection" but if bore and stroke are still included same check would be required as for stock compression except for volume of head, which is simple.
- 4-Q Refers to bigger VW1500 valves, no doubt and shouldn't cost much over another \$50.
- 4-S If you vote for this one you might as well scratch out the rest of the rules--They won't be needed much longer anyhow, if this passes.
- 5-A A certain dealer in VW accessories who also races a Vee is said to have "discovered" some European VW gears which are not generally available in this country but which are a help to those who can get them.
6. If weight-with-driver is not approved this section should be deleted entirely.
8. This is changed to cover present designs, but prevent this trend from going further. It's too late to salvage the original concept of the rule--"patio" rear ends should have been protested in the beginning if you didn't like them.
9. Timken roller bearings are standard replacements for VW ball bearings, which are not noted for longevity.
Exchanged relined brake shoes won't necessarily be stock VW.

NOW--how about doing your homework?

HOW ABOUT HEAVYWEIGHTS?

"Dear Don:

Just ran off a couple of ideas for the emblem contest. As far as thinking of a new name for the *Bulletin*, couldn't think of a thing. Speaking of the *Bulletin*, you're doing a real swinging job and I carefully digest every word. Keep it up!

I sympathize with the big drivers of the sport--big in size, that is. I tip the scales at 230 and stand 75" tall, so I can see their point very clearly. Got any suggestions on which Vee can accommodate a big fella more comfortably? Come next year I'll be a proud Vee owner and I can use all the suggestions I can get. That goes for driving hints, also. Keep them coming.

Charles E. Main
Oneonta, N. Y."

Thanks for the kind word, Chuck. How did you like the last issue? (Except for being late--nobody asked you about that.) As to which Vee, with any of them you'll probably have to do a little rearranging as you build it. We did. Moved the pedals ahead 4", revised the seat mount and changed the steering wheel location, before we did anything else. Mooch around the pits and try a few on for size. Any of us friendly VEE types will be glad to show you. Won't we?

BIG FOUR? FIVE?

"Gentlemen:

....I note with extreme interest your Bulletin No. 8, wherein you mention a meeting of the "Big Three in Formula Vee" and others. I'm well aware that there are numerous small builders of Formula Vee, and I am equally aware that no one is publishing any information as to the number of Vees they have sold to date, but we at Sardini feel that we have a reasonable share of the existing Vee market, and hasten to assure you that we would be very interested in taking part in any and all such meetings.

I am fully aware of the problems involved in enforcing any set of rules, as I have successfully raced production cars for many years on the West Coast and lately here in the Midwest, where I'm also Contest Board Chairman of the Kansas Region.

I would like to comment on this proposal (VW 1200 parts, bore and stroke and any modifications). As a competitor having the knowledge, equipment and experience I possess, this proposal would suit me fine because I could put a car on the track equal to any, but I hardly think the man for whom Formula Vee was originally intended would have much chance. Was Formula Vee intended for the technician or for the driver? Once we open the door to the technician I can assure you that Formula Vee will go the way Formula Jr. "low-cost racing" went.

On page 2 you mention compression ratios being altered without detection. My comment on this is that whoever is doing the detecting is not applying himself very well. Granted, it means disassembly, but since when has this been any consideration in determining the legality of any engine in any class? Re-grinding of camshafts can be dealt with by anyone with a degree wheel and a dial indicator. There isn't anything wrong with our present rules that an honest application of enforcement measures will not cure.

Let's never lose sight of the one thing FV has done--it has provided a means whereby an individual with only average mechanical aptitude can put a legal, safe, competitive vehicle on the track for less than \$1600, and friends--nobody ain't never done that before!

I'm a little confused at who is running the Formula Vee class at this time. Is it the SCCA, or is it some group of interested individuals who purport to speak for all Vee owners and drivers and manufacturers? You state that these items will be up for vote in August. I assume this vote will be from the members of the Association and that the results will be forwarded to SCCA's Competition Director. If this is the way it works that is fine.

"Any modification of engine parts" would open the door for people like myself and several other competent technicians to field Vees capable of outstripping Formula C and a good share

of Formula B! As owner of a business devoted to modifying \$600 production engines into \$2,000 screamers, I can see where my revenue would go up--but at the expense of the average Vee owner, and would ruin the chances of FV remaining a low-cost beginner vehicle.

Let us keep Formula Vee essentially as it is today and demand better enforcement of the rules we now have.

Sincerely,
Ray Pickering, General Manager
Sardini Racing Works"

"Dear Don:

....Dave and I are thru with our drivers school and have our two regionals under our belts. We mailed our log books to National the other day, so now we are anxiously waiting for our regional licenses. You feel a little less like a child when you don't have to haul out your Novice permits.

Our last race at Osceola we had 12 Vees. I raced Saturday and finished 6th and Sunday Dave finished 7th. Our car is low on power and needs a major tuneup. We'll probably have that done while we're on vacation. Oh, yes the big wide Indy-type 8.50x15 tires are being used here now on the rear, and it seems to give much better stability and adhesion in the corners. Are the cars out there using them? They also seem to give a higher top end, too. We used Hy-Tran as suggested, and it Works! In fact, I think it gives a much easier shift. I didn't "Granch" my gears once when I shifted, and that's something, for me. When I get going in a race I sometimes don't depress my clutch pedal enough and I G-R-A-N-C-H, but this time it was as smooth as silk. Or could it be I'm learning?

Anything new on jacket patches? I'm proud to be a member and I want to show it off. I've had many inquiries about the FVA, so the word is getting around.

As for the *Bulletin*, Bravo! It gets better all the time. Could you use a contributing editor? Do you need news from this area? If I can help, I'd love to write something for you.

Sincerely,
Vi Hendrickson"

Thanks for the kind words, Vi. And you just became a contributing editor. See above. As to more contributions, you bet! Who's doing what to who, and how? Items like the tires you mentioned, suspension ideas, etc. And this goes for anyone else, too.

Vi is a Lifetime Honorary Member of this organization, and she earned it the hard way. It was Vi who held this Association together for over a year during the relapse soon after its birth. She gave it great transfusions of time, and, I suspect a few injections of money, too, and kept it alive, at least. Show 'em your Gold Car, Vi!

NASSAU

Have you sent in your application for an invitation to the Bahamas Speed Week yet? Neither have we, but it's a fascinating possibility, isn't it?

All the Volkswagens this year will be wearing Formula Vee bodies, allowing an increase in the number of entries and in the number and amounts of prizes. Prize money starts at \$1250. for first, \$500. for second, down to \$100. for sixth place. You could also drag down an additional \$500. if you win the first place spot on the right tires, using the right spark plugs.

An "A" invitation pays your expenses from the time you leave Miami till your return there, a "B" type pays most of them. The catch is, you must get your entry filed with a \$150. entry fee, the sooner the better. NOW---IF this Association were to contribute some sort of award to winners of these invitations to help pay expenses *not* covered in the invitation, would that influence any of you in deciding whether or not to try for one of them? What would it take to make the difference? Refund of your entry fee? So much a mile from your home to Miami? A new wardrobe for your wife? A set of tires for your car?

At this time this is a rather hypothetical question, but there is some possibility that it might be asked seriously. In the meantime, let's be doing some thinking on it.

UNCLASSIFIED ADS

BOBSY, '65, brand-new factory-built, w/spares & trailer. Alan R. Patterson, Box 276, Ligonier, Pa.

BEACH, late '64, 3 races on engine. Balanced, lt. flywheel, PCI, legal. Transporter 3rd, Blue Streaks, A. M. Pichitino, Sonotone Corp., Elmsford, N. Y.

FORMCAR, (Major Don Evans) and trailer. Good T-7's. Vee \$1500., trailer \$300. Ernest Evans, 7500 Renton Ave. S., Seattle, Wash.

FORMCAR, professionally built and fully developed, legal, 3 1sts, 2 2nds, 1 out-of-gas in 6 starts this year. Almost fresh engine. \$1500. Bill Hinshaw, 2645½ Parker St., Berkeley, Cal. (415) 841-5911

AUTODYNAMICS '64 with '64 VW parts, Goodyears, cockpit & seat covers. New Fitch trailer. Complete ready to race. \$2275. Ted Trudon, Tolland Turnpike, Talcottville, Conn. TR 5-6502

Due to other commitments, it is impossible for me to continue the manufacture of Vees. I have the following:

- Jigs and fixtures
- Parts and material for 15 kits
- 2 complete cars.

Any reasonable offer will be considered. A. W. Davis, Sharon-Warren Rd., Brookfield, Ohio.

*Dear Don:

Here's the tome I promised a couple of months ago--for whatever it's worth....

As for proposed rule changes:

1. I definitely disapprove of any move to legalize the "Camber Compensator." It is a springing device, and if used alone without any other springing means could be made to result in zero roll stiffness in the rear. This would all be very admirable except that we would all then have to rush to EMPI with checks in hand and buy Compensators. EMPI's contention that their compensator is no more of a modification than are rebound straps is cynical and ludicrous. \$1.00 worth of chain and bolts will do the job nicely and will let the driver pitch his car happily into any type of corner as he wishes without danger of jacking up the suspension. Most of the later cars already have this limiting feature built into the rear shocks, I understand. As long as the rules specify coil springs as the rear springing medium the compensator must be ruled out, as it definitely constitutes part of the springing system.

2. We have a situation brewing in which a number of constructors and kit distributors are getting special VW parts from Europe, parts which were sold only on certain European models of VW. Gears seem to be the main target, and while I hate to seem to be harping on EMPI they admitted outright at Stockton that they had turned up some exotic combinations...which they are now using. It might therefore be well to include in the rules the statement that *only* those parts standard on VW's actively marketed in this country may be used.

3. As for "speed tuning," "take metal off but don't add" would make the Class easier to police and relieve the frustration of many who are itching to fiddle here and tweak there, BUT...the limit of our fiddling would become the limit of reliability. As soon as the rules are modified so as to permit higher revs, then we are going to start running into fatigued cranks, warped cases, and all the ills we are so blissfully ignorant of today. Believe me, I've been the same route with Porsche Supers, and I know how much money goes into it when you start exploring the Great Beyond the Redline. Engines are designed for a very definite upper ceiling on revs before the reliability starts to fall off as the fourth power of those revs. Do we want this in VEE? Many of the constructors or dealers wouldn't mind as to them an engine teardown is routine. However, to many of us doggy old broken-down racing drivers it might very well mean the end of enjoyment in racing. If we were still enthusiasts enough to want to spend every spare evening between races fiddling with the machinery we'd probably be racing Jrs. like we oughter--or useter.

I want to go on record as being in favor of inexpensive modification which will not decrease reliability, and which can be readily duplicated by anyone so inclined, but by keeping the maximum

practical revs at around 5000 we ensure that the emphasis in Vee will remain on driving rather than engineering.

4. We have been widely criticised for presenting little spectator appeal: let's face it alongside a Jr. a Vee does look like an overshoe. There is one simple rule change which would allow us to compete with the Juniors at least on a concours level: Add two feet to the body length. All right, so everyone would have to rush out to his neighborhood fibre-glass or aluminum dealer and whomp up a new nose-piece, but result: we look racy! We could even fill up that two feet with fitted luggage or something.

5. If Vee people are itching to spend money on something, how about something worthwhile such as lighter wheels? (Problem: where do you find cast wheels to fit a VW?) I'm not advocating them, just suggesting them as a worthwhile area to spend money in.

6. Finally, to return to engine specs for a moment, it seems to me the only practicable way of formulating rules is to go by dimensions, not by what can or cannot be done to individual parts.

Hope this is somewhere near the reader-comments you need.

Regards,
Bill Hinshaw
Berkeley, California"

PROTESTS

The July issue of "Sports Car" carries the stories of two Vee protests pointing up the need for rule changes such as we have been discussing.

In the first one, the Stewards of the Meeting found the car legal, even though the exhaust pipes lacked 1½" of terminating at a common plane and displacement was 1194.3cc. I can sympathize with their reluctance to make a disqualification on these grounds, but commend the court of appeal for reversing them on the grounds that their findings showed the car *not* to be legal.

There are two points in the original decision that puzzle me, though. First, the pipes were passed, *not* on the ground that they were only a *little bit* illegal, but because "the design of the rear body panels was such that the pipes could not terminate" legally! Has anyone else seen a car of such a design? I'd like to hear more about it.

I'm also curious as to whether the inspectors declared the car legal on only the basis of bore and stroke, without also checking at least cam and compression ratio, as the "partial disassembly" in the story suggests.

As to the protest of the Camber Compensator on Mr. Barker's (EMPI's) car, I stuck my neck out and said I could see nothing illegal about it. I still don't see where it's an unauthorized "modification," but Bill Hinshaw (*see his letter elsewhere*) set me straight on why it *should* be illegal. It seems it not only "compensates" camber, but also contributes springing effect, which is restricted by the rules to the coil springs in the suspension. *Thanks, Bill!*

"Dear Mr. Cheesman:

URGES VOTE

"Dear Don:

I have done some real soul-searching on the subject of proposed modifications for Formula Vee engines. On one side is the great fear of ruining the concept of Formula Vee. On the other is the absolute knowledge that the winning Vees are powered by professionally built engines.

I find myself emotionally not wanting to accept the facts. Therefore I tend to favor completely stock.

On the other hand, if we adopt rules which merely include piston diameter, stroke, stock VW1200 parts and removing metal, engine prices will go up \$150. HP will increase 20%. The class will be faster.... Many who did not want to get involved in protests will now join. All of these are good aspects. What about the little guy, who was running stock before? Now stock is an inexpensive reground cam and machined barrels. Maybe \$30 more. He won't be competitive, but he is not now.

The only factor that really bothers me is reliability. It appears, however, that a good compromise engine for this modification approach will not be seriously overstressed. The person who tries too wild a cam will have cam bearing problems and valve float. The person who tries too high compression will break cranks before one race is over. The good compromise engine should go till valve grind, just as today's engine does.

I must admit cold-heartedly that allowing this approach may be in Formula Vee's long range best interests. No more than a cursory look would show that this in no way parallels Formula Jr. Junior rules were not changed for the good of the class as we may here be suggesting. They were never set up to maintain front engine solid axle cars. They were just very loose.

I say--go!

Very truly yours,
Ray Caldwell, President
Autodynamics Corporation

On the rules.... I am with you most of the way, but the ambiguities must be cleared up. Progress must be allowed, particularly in the area where it affects safety. Mechanical limits must be defined so they can be judged for excesses easily. This is quite a job, and I am not optimistic that it can be completely accomplished, but this goal must be sought. It would seem the camshaft in the engine is the most difficult to check. It needs special gauges not easily available. Compression, too, is difficult without removing the engine from the car in order that the cylinders be filled with liquid. Measurement of bosses and seats is very time consuming, and I question the patience of SOM to do these things thoroughly at the close of the day with a long ride staring them in the face. This is why I leaned toward the proposals set forth in New York.

Who is to decide? The Formula Vee Association membership? They represent an organized minority. The Car Classification Committee of SCCA will decide. And I can tell you they will be of a mind to straighten out the things we have been mulling over, with a push from an overcrowded schedule that will hardly permit them the time to consider things they consider more important. That is unless some one gives them strong guidance. And time is of the essence, as they meet in September.

I suggest FVA members be polled on the rules changes I sent you, as against something you may come up with as a compromise. While this admittedly will produce a thin sample of owner opinion, it is better than nothing. May I hear from you on this?

Cordially, *George*
(George Smith, Manufacturer of Formcar)

VISITORS

Among the people I've become well "acquainted with" by mail in the past year is one mentioned several times in these pages--*Harriet Gittings*. She's the gal who is a member of several racing and sportswriters organizations, has a regular racing column in the Fremont (Cal.) paper, besides doing other freelance sports writing, mails out as a hobby a regular newsletter to all Northern California Vee enthusiasts, and races a pink Formcar, herself.

She and her husband, Dale, extended their trip to the OIR race at Eugene, Oregon, to include Ephrata (a mere 500 miles out of their way) and we spent the evening--and into the morning--discussing FV, of course.

They have, they believe, the first Vee in California--over two years old. Harriet races it in road races. Dale in autocrosses, which calls for a little remodeling each time as she's five-two, and he's about a foot taller. A movable seat and blocks on the pedals help. They travel in an old Ford panel, towing the Vee on a trailer, and carry enough spares for any emergency, including a complete engine which Dale can change in less than half an hour.

Unlike many women athletes, who seem to feel they have to beat men at their own games, Harriet is as feminine as a powder-puff, and drives strictly for fun. She'd like to come in first sometime, of course, but is happy with just being able to race, and coming in third once in a while.

They're shoestring racers, like most of us. Dale does all the mechanizing, and has come up with several innovations worth copying, such as his throttle linkage and reverse lock-out.

They started rallying about seven years ago, progressed to autocrosses, and when they saw Wendell Burgess demonstrating a Vee, decided they had to get into road racing.

Truly an enjoyable evening! It's been said before--"Vees do attract the nicest people!"

WASH.
EPHRATA,
BOX 291

